

MEDIA CONTACTS:

Helen H. Anderson
Provo City
(801) 367-0972
handerson@provo.utah.gov

Heather Barnum
I-15 CORE
(801) 214-4782
hbarnum@utah.gov

UDOT, Provo City Collaborate to Modify I-15 CORE Interchange Design for Provo Center Street

Modified Diamond Interchange to Increase Mobility and Benefit City Plans

SALT LAKE CITY (May 4, 2010) – UDOT and Provo City announce a new modified design of the new Provo Center Street interchange that will improve traffic flow and address the unique topography of the area, while fostering the city's long-term economic development goals.

Over the past several weeks, UDOT's Utah County I-15 Corridor Expansion Project (I-15 CORE) team and contractor, Provo River Constructors (PRC), worked closely with the Provo mayor, city planners and engineers to build upon the contractor's proposed rotary design to create a modified diamond interchange.

"We have spent a lot of time meeting with all the cities within the project to address particular needs and questions related to the project," said Dal Hawks, I-15 CORE project director. "The area around the Provo Center Street interchange was particularly complex and had challenges with the railroad and existing infrastructure. Working with the city, we addressed these challenges and developed a solution for the traveling public that was also favorable to Provo's future plans."

The design is a major interchange improvement that will add more capacity and efficiency than its current state. The key features of the modified diamond interchange include familiar transitions and improved east-west access. It was important to the city that the design allows for direct access to Draper Lane, where Provo wants to develop in the future.

Provo Mayor John Curtis said, "Through the collaborative efforts of Provo City, UDOT and PRC, we have a design that will foster future development plans – revitalizing this area of our community with improved access and mobility."

The new design will allow the project to remain on schedule and will not incur any additional costs from the original project budget.

One concession with the modified plan was the need for temporary closures. Provo Center Street and interchange ramps will be closed at times throughout the project. These individual closures cannot exceed 90 days.

To minimize delays, UDOT encourages drivers to TravelWise to help reduce cars on I-15 during peak hours by 20 percent. Commuters can adjust and adapt to construction delays by carpooling, shifting travel times and using local roads for shorter trips.

Residents are encouraged to stay informed on upcoming I-15 CORE closures, alternate routes and schedules by signing up for weekly updates online at udot.utah.gov/i15core.

-UDOT-

Provo Center Street Interchange Design

